

to the Mayflower workings. Production began at the Mayflower late last fall.

November of this year was the highest producing month of any in the New Park's history. During this month 84 railroad cars of ore were shipped, about 30 per cent greater production than any other month in the mine's history. June had been the peak until then, with 66 cars shipped.

The New Park now employs about 150 men at the Mayflower operations. A few more men have been hired recently with the idea of increasing production, it was learned.

Engineers and geologists of the Tintic Standard Mining company, which recently acquired an interest in the New Park, have been assisting the New Park company in a program for development and equipping of the mine or future production. Mr. Cranmer stated. Latest step in increasing production efficiency was to equip the miners with electric lamps.

George Heikes of the National Lead company, who has been making an examination of New Park ore for the Union Pacific Railroad company, has completed his report and the railroad company is expected to decide in a short time whether to build a two-mile extension of the line from Keetley to the Mayflower tunnel, Mr. Cranmer reported.

At present the crude gold-silver-lead ore is hauled under contract two and a half miles to the tipple of the Park Utah Consolidated Mines company at Keetley for shipment to the Midvale smelter.

Holding 2,000 acres of ground in the historic Park City district, famed for the persistence of its

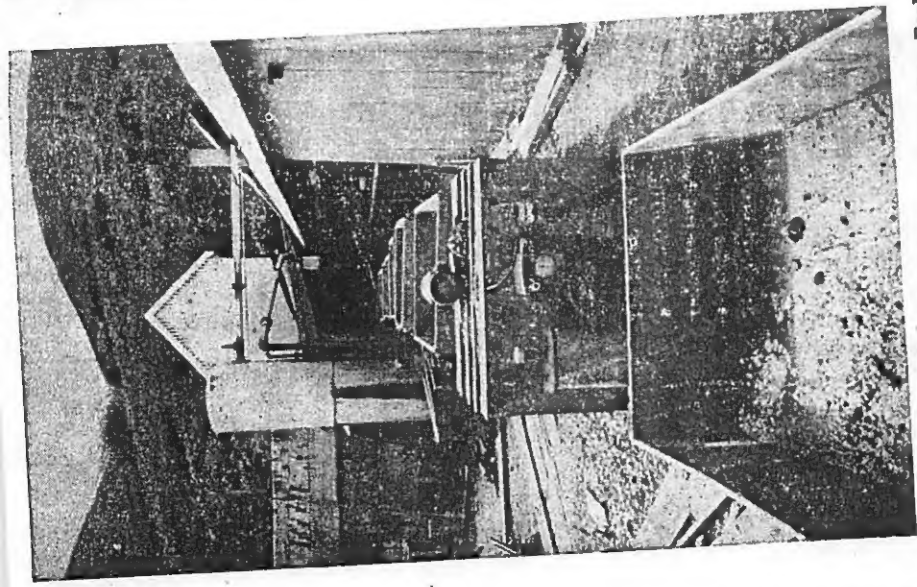
gold, with less than 5 per cent in lead, copper, and zinc, and the 50 per cent balance in silver.

The New Park Mining company was the outgrowth of three defunct corporations with liabilities in 1932 of \$285,00. In 1932 the Star of Utah tunnel had been driven 8000', but had not produced. It is now under rental to the Park City Utah Mines Company which is producing, and the United States Smelting Refining & Mining company. The New Park company has right of way for mining and prospecting in its own ground through this Star of Utah tunnel. The Park Galena Mine, with a large ore body of known value opened, could not be worked because of litigation involving most of its claims.

The story of the metamorphosis into a profitable producer is a story of vision and courage belonging to Mr. Cranmer, a veteran geologist, and his associates through the development period. By counterfeits and compromise, contiguous whole of the properties, patents were secured and every acre of New Park ground freed from litigation.

Because of the comparatively low grade of ore in the Park Galena Mine, the pumping necessary, and the excessive handling of ore from the lower levels due to the series of hoists and transmitters were unprofitable. Operations were raised to finance the actual driving costs and the Mayflower tunnel was driven to the Park Galena fissure where work was continued until the Mayflower entered production.

Since January 1, 1940, the company has repaid practically all of the \$70,000 loan which financed the driving of the tunnel, and the \$25,000 was a liability of



Portal of the Mayflower Tunnel of the New Park Mining Co., through which the Park Galena fissure is tapped, and on which most of the company's notable development program is predicated. The company's Mancha locomotives use Exide batteries. The Mayflower compressor building is on the right of the string of empty cars spotted to the tunnel.